

**AMENDMENTS TO THE CLAIMS**

1. (Previously presented) An internal combustion engine aftertreatment system for treating exhaust gases exiting an engine, the system comprising:

a sulfur trap having a sulfur trap input operatively coupled to the engine exhaust and having a sulfur trap output;

a catalytic soot filter having a soot filter input operatively coupled to the sulfur trap output and having a soot filter output;

a valve system having a valve input operatively coupled to the soot filter output, a first valve output and having a second valve output;

an NOx adsorber having an adsorber input operatively coupled to the first valve output and having an adsorber output;

a bypass pathway having a bypass input operatively coupled to the second valve output and having a bypass output operatively coupled to the adsorber output; and

a diesel oxidation catalyst having a DOC input operatively coupled to the adsorber output and to the bypass output and having a DOC output.

2. (Previously presented) An internal combustion engine aftertreatment system for treating exhaust gases exiting an engine, the system comprising:

a valve system having a valve input operatively coupled to the engine exhaust, a first valve output and having a second valve output;

an adsorber having an adsorber input operatively coupled to the first valve output and having an adsorber output;

Amendment Response  
Serial No. 10/651,055      Group Art Unit 3748  
Atty. Docket No. 8317-18/PG-4476-CON  
Page 2 of 14

BEST AVAILABLE COPY

a bypass pathway having a bypass input operatively coupled to the second valve output and having a bypass output operatively coupled to the adsorber output;

a sulfur trap having a sulfur trap input operatively coupled to the engine exhaust and having a sulfur trap output operatively coupled to the valve system input; and

a catalytic soot filter having a soot filter input operatively coupled to the sulfur trap output and having a soot filter output operatively coupled to the valve system input.

3. (Cancelled)

4. (Cancelled)

5. (Original) The system of claim 2, further comprising:

a diesel oxidation catalyst having a DOC input operatively coupled to the adsorber output and to the bypass output and having a DOC output.

6. (Original) The system of claim 2, further comprising:

a supply of fuel;

a pump having a pump inlet operatively coupled to the supply of fuel and having a pump outlet;

a fuel injector having an injector input operatively coupled to the pump outlet and having an injector output operatively coupled to the adsorber input.

7. (Original) The system of claim 6, further comprising:

an igniter operatively coupled to the adsorber input.

8. (Original) The system of claim 2, further comprising:

a temperature and lamda sensor having a sensor input operatively coupled to the valve system input.

9. (Original) The system of claim 2, further comprising:

an NOx sensor having an NOx sensor input operatively coupled to the adsorber output.

10. (Original) The system of claim 2, wherein the valve system comprises a proportional control 3-way valve.

11. (Previously presented) An internal combustion engine aftertreatment system for treating exhaust gases exiting an engine, the system comprising:

a valve system having a valve input operatively coupled to the engine exhaust, a first valve output and having a second valve output;

a catalytic soot filter having a soot filter input operatively coupled to the valve system output and having a soot filter output;

an adsorber having an adsorber input operatively coupled to the soot filter output and having an adsorber output;

a bypass pathway having a bypass input operatively coupled to the second valve output and having a bypass output operatively coupled to the adsorber output; and

Amendment Response  
Serial No. 10/651,055      Group Art Unit 3748  
Atty. Docket No. 8317-18/FG-4476-CON  
Page 4 of 14

BEST AVAILABLE COPY

a sulfur trap having a sulfur trap input operatively coupled to the engine exhaust and having a sulfur trap output operatively coupled to the valve system input .

12. (Canceled)

13. (Original) The system of claim 11, further comprising:

a diesel oxidation catalyst having a DOC input operatively coupled to the adsorber output and to the bypass output and having a DOC output.

14. (Original) The system of claim 11, further comprising:

a supply of fuel;

a pump having a pump inlet operatively coupled to the supply of fuel and having a pump outlet;

a fuel injector having an injector input operatively coupled to the pump outlet and having an injector output operatively coupled to the soot filter input.

15. (Original) The system of claim 14, further comprising:

an igniter operatively coupled to the soot filter input.

BEST AVAILABLE COPY

16. (Previously presented) An internal combustion engine aftertreatment system for treating exhaust gases exiting an engine, the system comprising:

a valve system having a valve input operatively coupled to the engine exhaust, a first valve output and having a second valve output;

a catalytic soot filter having a soot filter input operatively coupled to the valve system output and having a soot filter output;

an adsorber having an adsorber input operatively coupled to the soot filter output and having an adsorber output;

a bypass pathway having a bypass input operatively coupled to the second valve output and having a bypass output operatively coupled to the adsorber output; and

a temperature and lamda sensor having a sensor input operatively coupled to the valve system input.

17. (Original) The system of claim 11, further comprising:

an NOx sensor having an NOx sensor input operatively coupled to the adsorber output.

18. (Original) The system of claim 11, wherein the valve system comprises a proportional control 3-way valve.

19. (Previously presented) An internal combustion engine aftertreatment system for treating exhaust gases exiting an engine, the system comprising:

Amendment Response  
Serial No. 10/651,055      Group Art Unit 3748  
Atty. Docket No. 8317-18/FG-4476-CON  
Page 6 of 14

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a valve system having a valve input operatively coupled to the engine exhaust, a first valve output and having a second valve output;

an adsorber having an adsorber input operatively coupled to the first valve output and having an adsorber output;

a bypass pathway having a bypass input operatively coupled to the second valve output and having a bypass output;

a catalytic soot filter having a soot filter input operatively coupled to the adsorber output and the bypass output and having a soot filter output; and

a sulfur trap having a sulfur trap input operatively coupled to the engine exhaust and having a sulfur trap output operatively coupled to the valve system input .

20. (Canceled)

21. (Original) The system of claim 19, further comprising:

a supply of fuel;

a pump having a pump inlet operatively coupled to the supply of fuel and having a pump outlet;

a fuel injector having an injector input operatively coupled to the pump outlet and having an injector output operatively coupled to the adsorber input.

22. (Original) The system of claim 21, further comprising:

an igniter operatively coupled to the adsorber input.

23. (Original) The system of claim 19, further comprising:

a temperature and lamda sensor having a sensor input operatively coupled to the valve system input.

24. (Original) The system of claim 19, further comprising:

an NOx sensor having an NOx sensor input operatively coupled to the adsorber output.

25. (Original) The system of claim 19, wherein the valve system comprises a proportional control 3-way valve.

26. (Previously Presented) An internal combustion engine aftertreatment system for treating exhaust gases exiting an engine, the system comprising:

a catalytic soot filter having a soot filter input operatively coupled to the engine exhaust and having a soot filter output;

a sulfur trap having a sulfur trap input operatively coupled to the filter output and having a sulfur trap output;

a valve system having a valve input operatively coupled to the sulfur trap output, a first valve output and having a second valve output;

an NOx adsorber having an adsorber input operatively coupled to the first valve output and having an adsorber output;

a bypass pathway having a bypass input operatively coupled to the second valve output and having a bypass output operatively coupled to the adsorber output; and

Amendment Response

Serial No. 10/651,055 Group Art Unit 3748

Atty. Docket No. 8317-18/FG-4476-CON

Page 8 of 14

BEST AVAILABLE COPY

a diesel oxidation catalyst having a DOC input operatively coupled to the adsorber output and to the bypass output and having a DOC output.

27. (Original) The system of claim 26, further comprising:

a supply of fuel;

a pump having a pump inlet operatively coupled to the supply of fuel and having a pump outlet;

a fuel injector having an injector input operatively coupled to the pump outlet and having an injector output operatively coupled to the adsorber input.

28. (Original) The system of claim 27, further comprising:

an igniter operatively coupled to the adsorber input.

29. (Original) The system of claim 26, further comprising:

a temperature and lambda sensor having a sensor input operatively coupled to the valve system input.

30. (Original) The system of claim 26, further comprising:

an NOx sensor having an NOx sensor input operatively coupled to the adsorber output.

31. (Original) The system of claim 26, wherein the valve system comprises a proportional control 3-way valve.

Amendment Response  
Serial No. 10/651,055      Group Art Unit 3748  
Atty. Docket No. 8317-18/FG-4476-CON  
Page 9 of 14

BEST AVAILABLE COPY



32. (Previously presented) An internal combustion engine aftertreatment system for treating exhaust gases exiting an engine, the system comprising:

a valve system having a valve input operatively coupled to the engine exhaust, a first valve output and having a second valve output;

a catalytic soot filter having a soot filter input operatively coupled to the valve system output and having a soot filter output;

an adsorber having an adsorber input operatively coupled to the soot filter output and having an adsorber output;

a bypass pathway having a bypass input operatively coupled to the second valve output and having a bypass output operatively coupled to the adsorber output; and

a diesel oxidation catalyst having a DOC input operatively coupled to the adsorber output and to the bypass output and having a DOC output.

33. (Previously presented) The system of claim 32, further comprising:

a supply of fuel;

a pump having a pump inlet operatively coupled to the supply of fuel and having a pump outlet;

a fuel injector having an injector input operatively coupled to the pump outlet and having an injector output operatively coupled to the soot filter input.

34. (Previously presented) The system of claim 33, further comprising:

an igniter operatively coupled to the soot filter input.

Amendment Response

Serial No. 10/651,055 Group Art Unit 3748

Atty. Docket No. 8317-18/FG-4476-CON

Page 10 of 14

BEST AVAILABLE COPY

35. (Previously presented) The system of claim 32, further comprising:

a temperature and lambda sensor having a sensor input operatively coupled to the valve system input.

36. (Previously presented) The system of claim 32, further comprising:

an NOx sensor having an NOx sensor input operatively coupled to the adsorber output.

37. (Previously presented) The system of claim 32, wherein the valve system comprises a proportional control 3-way valve.

38. (Canceled)

39. (Currently amended) ~~The system of claim 38, further comprising:~~ An internal combustion engine aftertreatment system for treating exhaust gases exiting an engine, the system comprising:

a valve system having a valve input operatively coupled to the engine exhaust, a first valve output and having a second valve output;

an adsorber having an adsorber input operatively coupled to the first valve output and having an adsorber output;

a bypass pathway having a bypass input operatively coupled to the second valve output and having a bypass output;

Amendment Response  
Serial No. 10/651,055      Group Art Unit 3748  
Atty. Docket No. 8317-18/FG-4476-CON  
Page 11 of 14

BEST AVAILABLE COPY

a catalytic soot filter having a soot filter input operatively coupled to the adsorber output and the bypass output and having a soot filter output;

a temperature and lambda sensor having a sensor input operatively coupled to the valve system input;

a supply of fuel;

a pump having a pump inlet operatively coupled to the supply of fuel and having a pump outlet; and

a fuel injector having an injector input operatively coupled to the pump outlet and having an injector output operatively coupled to the adsorber input

40. (Previously presented) The system of claim 39, further comprising:

an igniter operatively coupled to the adsorber input.

41. (Currently amended) The system of claim ~~[[38]]~~ 39, further comprising:

an NOx sensor having an NOx sensor input operatively coupled to the adsorber output.

42. (Currently amended) The system of claim ~~[[38]]~~ 39, wherein the valve system comprises a proportional control 3-way valve.